

Overland

Overland
TRADE MARK REG.

\$ 695
f.o.b. Toledo

MODEL 83 B

"Made in U. S. A."

THE WILLYS-OVERLAND COMPANY
TOLEDO, OHIO

» 1915 - SHOW. «

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TRADE MARK REG.

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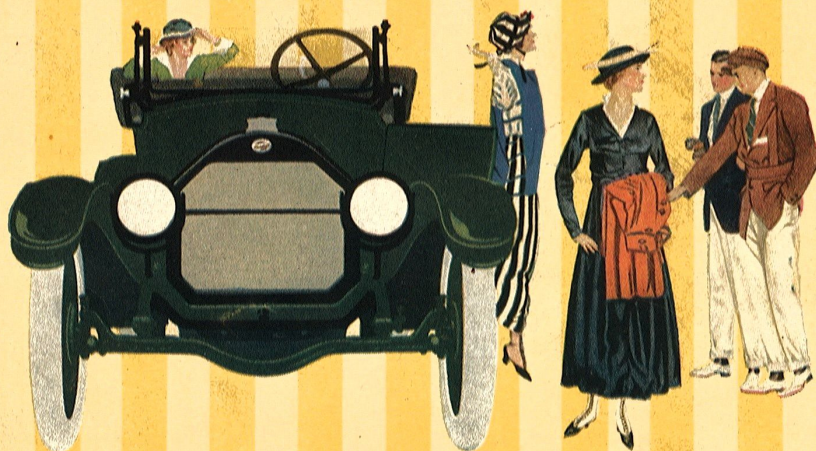


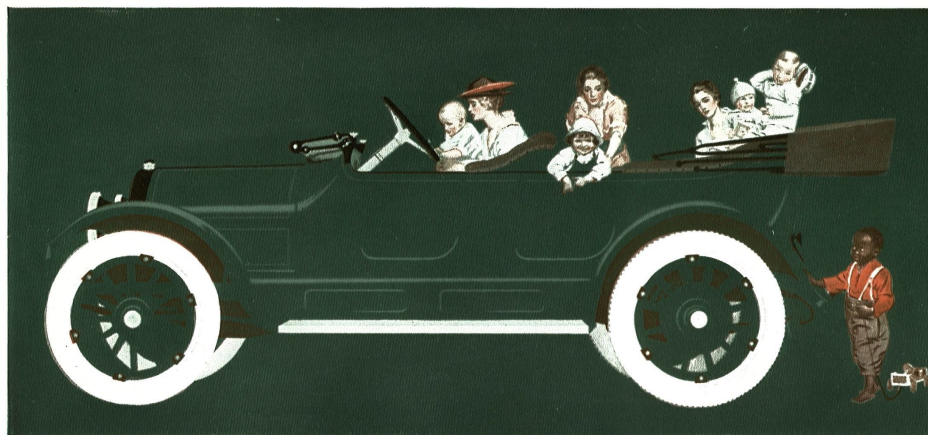
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IF you enjoy the laughter of the youngsters—the sheer gladness born of sunshine and the great outdoors

—if you thrill at the sight of their laughing, sparkling eyes and rosy cheeks

—if you wish, now and then, that the years would turn back and let you be one of them

—be one of them anyway!

An Overland will do it!

An Overland will take you out with them—let you share with them the pure, fresh air—make your eyes sparkle and your blood tingle with the sheer joy of living. It will clear the cobwebs from your brain. It will bring contentment, and happiness, and health. These are the dividends an Overland pays.

Be a youngster again!

OVERLAND MODEL 83 B

 VERLAND Model 83 B is to be preferred above any other automobile at or near its price, because of certain definite *advantages*.

It has Power that is nothing short of remarkable. Its advantage here is apparent at the first touch of the throttle—a smooth, resistless flow of power that responds instantly to control. No other automobile at anywhere near its price has so much power.

It has Comfort—real *riding* comfort. Deep, inviting divan upholstery and long underslung rear springs make its superior comfort unmistakable on even a short ride. No other automobile at this price is so comfortable.

It has Beauty—the long, low streamline body is pleasing from any angle. No other automobile of corresponding price has such satisfying lines.

It has Convenience—control is easy and instinctive. Magneto, lights and horn are operated from the steering column without even leaning forward. No other automobile at its price is so convenient.

It has Magneto Ignition—certain and always uniform. Most cars of its price have the cheaper and less reliable battery ignition, complicated with starting and lighting.

It has an easy operating clutch. A young girl can operate it with ease, and it does not “grab” in engaging, like many clutches.

And in consideration of these important advantages, the Price of Overland Model 83 B must itself be counted an overwhelming advantage. In no other automobile of even considerably greater price can you get all these Overland advan-

tages. In no other automobile of the same price can you get even a majority of them.

This is because no other such automobile is produced on such an enormous scale. One hundred thousand Overlands of *this one type alone* will be built this year. This means economy in production through vast buying power and specialized manufacturing methods.

But these are only the more important advantages. There is scarcely a part of the car that does not show an advantage in some detail—a superiority in design, workmanship or material—over other automobiles of similar price.

So many of these advantages are there that we have described and illustrated them in detail in a separate book. This book is called “Points in Judging an Automobile.” We shall be glad to mail a copy upon request.

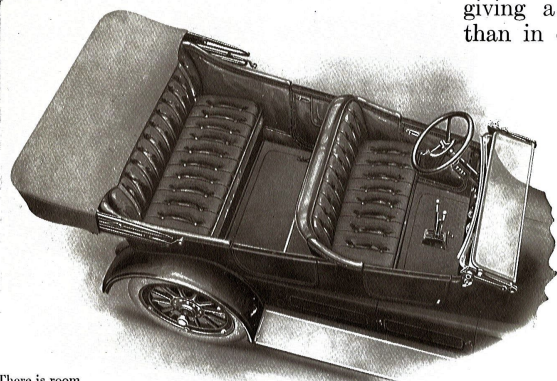
And added to its advantages in design and construction, the Overland carries with it an equally definite advantage in Service.

Every Overland dealer is required by his contract to carry a stock of parts proportioned to the number of Overlands in his territory. These parts stocks are regularly checked by auditors from the factory, who see that the specified contract assortment is maintained.

There are more than 4,500 Overland dealers—one in practically every city and town of importance in this country. Each is equipped to give prompt service. Wherever the Overland owner goes, he is within reach of this service.

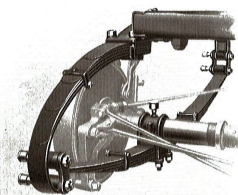
The ownership of an Overland carries with it the enjoyment of service advantages which for extent and thoroughness have no equal in the automobile industry.

Built-in, Lasting Comfort



There is room in the wide, deep seats for five persons to sit comfortably, with plenty of elbow- and leg-room. The driver has space to move freely

There is an inviting restfulness about Model 83 B upholstery that is due not alone to the roominess of the seats, but to the skilful shaping which makes them conform to the body, to the exactness with which they are tilted to allow the greatest relaxation, and to the depth



Room for unusual up-and-down play is provided by slinging the rear spring under the axle. The swivel seat adds to the comfort

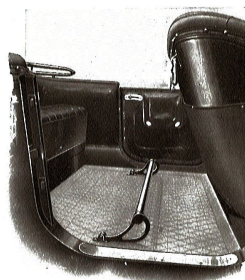
and softness of the cushions. The deep spiral springs which support the cushions have just the right "give," neither resisting stiffly nor yielding too readily to your weight.

But it is not alone the roomy, well upholstered seats that are responsible for the riding comfort of Model 83 B. The large tires help by smoothing out the little irregularities of the road; the location of the transmission on the rear axle helps by

giving a better distribution of weight than in other designs. But the design of the springs helps most of all.

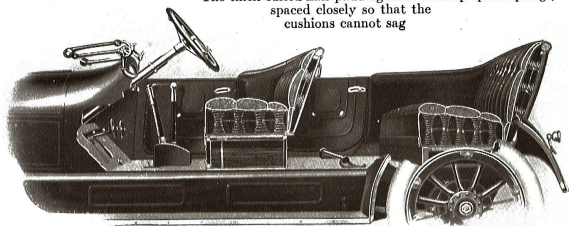
Model 83 B rear springs are carried *under* instead of *over* the axle. This allows them unusual room for up-and-down play, and therefore more opportunity to take up jars and jolts over their whole area. And these springs are longer in proportion to the wheelbase than those of expensive cars.

In addition to all this there are the little comfort-bringing conveniences of design and equipment—wide doors, which make it easy to get in and out; hinged foot-rest and robe rail; storm curtains which may be fastened quickly from the inside—everything that means comfort in driving.



Doors are wide, and hinge at the front. There is a large pocket in each door. The back of the front seat is covered to avoid marring

The thick curled hair padding rests on deep spiral springs, spaced closely so that the cushions cannot sag



Comfort Through Convenience



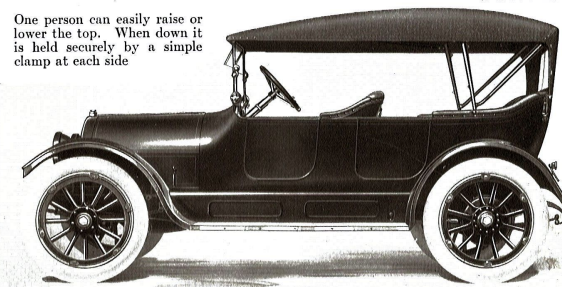
Electric buttons at driver's finger tips; instruments in plain sight; control levers easily reached. Pedals are adjustable, and have wide, hinged pads

The control is most convenient and simple. Electric buttons and control levers are at the driver's right hand. The electric starting motor is operated by a button in the toe-board. Clutch and service-brake pedals are easily operated, and may be adjusted to a reach that best suits the driver. These pedals are hinged so that they conform naturally to the position of the foot. Large, roughened surfaces with lugs at each side give firm foothold.

The gear-shifting and emergency brake levers are in the center, within easy reach, yet do not interfere with passage in and out. Plenty of space has been provided for the driver to enter or leave at the right or left, as he desires.

The driver need hardly remove his eyes from the road to see the indicating instruments on the cowl dash. In the center is the high-grade magnetic speedometer. At the right is the ammeter

One person can easily raise or lower the top. When down it is held securely by a simple clamp at each side

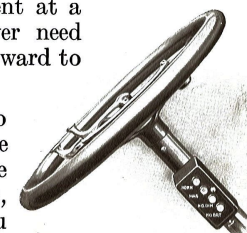


of the electric starting and lighting system. At the left is the sight-feed oil indicator, with its small revolving wheel which always clearly shows whether or not the oil is flowing properly.

The face of each instrument is flush with the instrument board, and just above them is a small electric light for night illumination.

At the left, near the steering column, is a convenient pull-button by which a richer gasoline mixture may be readily obtained to facilitate starting when the motor is cold.

Notice the close-up view of the steering column switch box below. Its convenience is evident at a glance; the driver need not even lean forward to reach it.



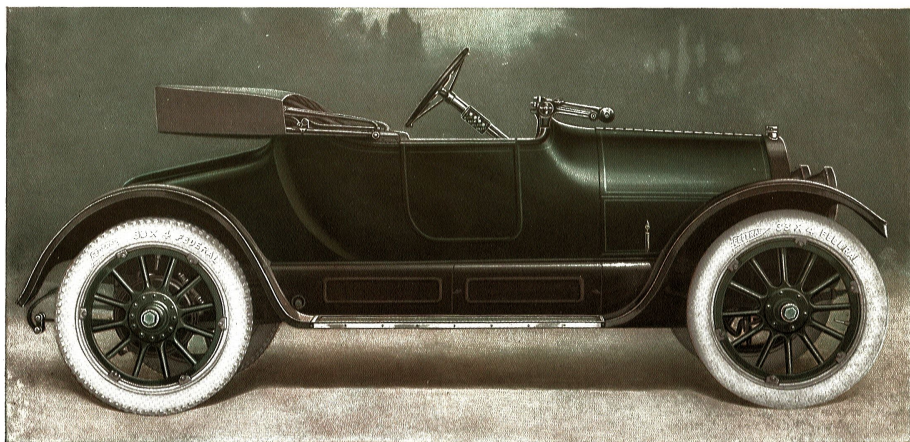
Magneto, light and horn buttons are on the steering column where the hand naturally rests

There are two buttons in the switch box for the lighting circuit, so that you may have the headlights either bright for country driving or dimmed for driving in town.

There is a button for the electric horn and one for the magneto. Simply turning a key in the lock at the side of the buttons locks them against unauthorized operation.

The steering column is firmly supported near the top where it passes through the instrument board. This makes the steering wheel free from vibration on even the roughest roads.

Few of even the highest-priced cars offer as great convenience in control as Model 83 B.



Touring Roadster—Model 83 B

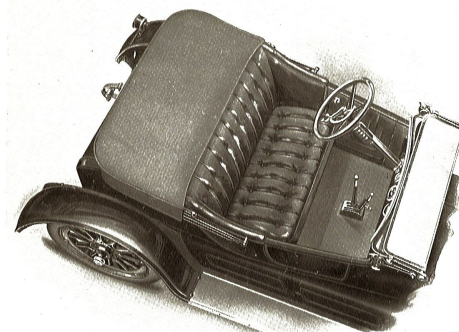
35 horsepower motor
High-tension magneto ignition
Two-unit electric starting and lighting,
with headlight dimmers
Left-hand drive, center control
Tires, 33 by 4 inches, non-skid in rear
Demountable rims (one extra rim)
Deep divan upholstery.
Price, \$675, f. o. b. Toledo

This roadster provides, in the highest degree, every element that makes for lasting satisfaction. There is satisfaction in its smoothly-flowing lines and clean-cut appearance. There is satisfaction in its wonderful power. There is satisfaction in its big-car roominess and comfort. And there is satisfaction in its complete convenience.

Model 83 B Roadster has the same large motor as the touring car, and the same length of wheelbase. It has the same exceptionally large tires. It has the same long, underslung rear springs and the same easy-working clutch.

No other roadster has *all* the advantages of this one.

Roomy Roadster Comfort

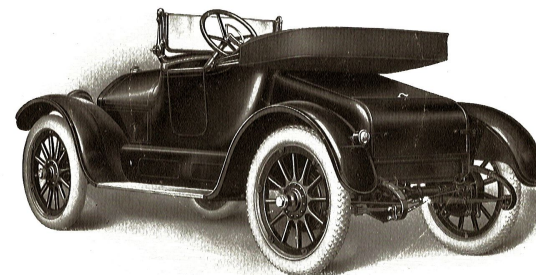


The wide seat, with its deep, soft divan upholstery, is like a roomy sofa with plenty of space in front

There is as much room in the Model 83 B Touring Roadster as in most large, heavy roadsters costing several times as much.

There is as much comfort in the depth and softness of its divan upholstery, in the restful angle of the seats, as in any roadster at any price. And the roadster type of body admittedly offers the maximum of riding comfort, with its center-slung seat and evenly-balanced weight.

But words cannot adequately describe the roomy comfort of Model 83 B Roadster. Only by sitting in the car—riding in it—can its unusual qualities be appreciated. Only by driving it can you realize its convenience of control, and feel the thrill of its power responding instantly, surely, to your slightest touch on the throttle.

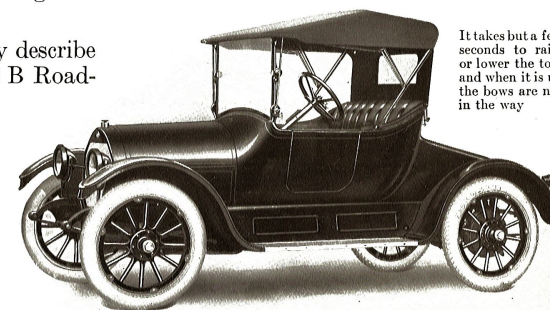


Under the gracefully sloping rear deck is a compartment large enough to accommodate touring luggage

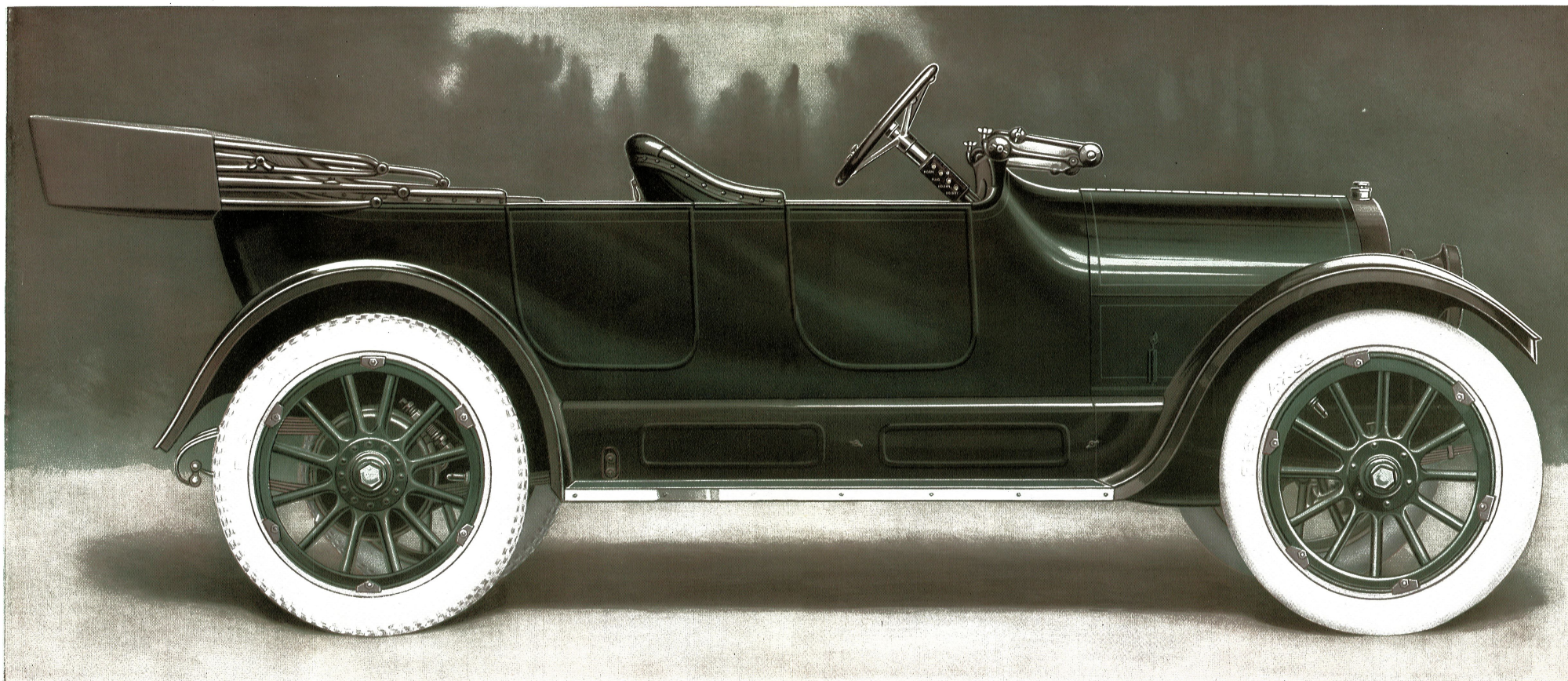
The enjoyment of these advantages on long tours is augmented by the convenience of the storage space under the rear deck, and the unusually large capacity of the gasoline tank.

The windshield is adjustable to any position, and with the top and curtains up, provides complete protection in bad weather. Model 83 B Roadster is an all-year-around car, quick, economical and dependable, and suited alike to pleasure and business uses, in town or country.

To the physician, the salesman, or anyone whose vocation demands frequent trips about town or out into the country—trips that cannot wait for good weather and good roads—its always-ready power and ease of handling commend it most forcefully. Yet to these qualities are added comfort and convenience equalled in few high-priced cars, and a snap and grace in appearance that give just cause for pride.



It takes but a few seconds to raise or lower the top, and when it is up the bows are not in the way



Five-Passenger Touring Car—Model 83 B

\$695

f. o. b. Toledo

35 horsepower motor
High-tension magneto ignition

Two-unit electric starting and lighting,
with headlight dimmers

Tires, 33 by 4 inches, non-skid in rear
Demountable rims (one extra rim)

Left-hand drive, center control
Full streamline body

\$695

f. o. b. Toledo

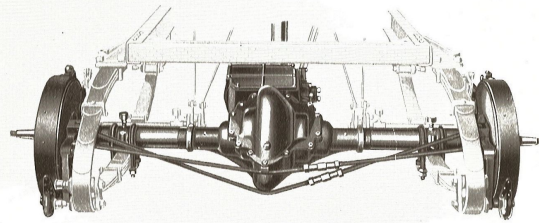
THE long, low streamline body is unmarred by angles or projections. From the rounded edge of the radiator to the full curved back, there is not a break in the lines. The hood slopes gently upward and blends into the beautifully curved cowl. The doors are flush, with hinges concealed and handles inside. The fenders are long and sweeping in their curves, with gracefully rounded surfaces. The running boards are clean and free from obstructions, the storage battery concealed, the tire-carriers placed

at the rear. The windshield is built-in, and conforms to the curve of the cowl—a part of the car itself, not an apparent afterthought.

The car is superbly finished in a rich, deep Brewster green, delicately striped with pure ivory white, and set off in pleasing contrast by black enameled radiator, fenders and running board shield.

Model 83 B touring car is a beautiful car. It asks no odds of any car at any price—it is at home in any company.

Extra Strength in Axles



Stout truss-rods add extra strength to the sturdy rear axle

Model 83 B has a floating type rear axle. The strong axle casing carries all the weight — the drive shafts are only called upon to turn the wheels and hold them in alignment.

The view above shows the location of the transmission on the rear axle. This has several advantages. It makes possible practically a straight-line drive with but one universal joint. This means minimum loss of power in friction. It gives a more even distribution of weight than other designs, so that the car holds the road and rides comfortably. With the universal joint between motor and transmission, the maximum strain that can be placed on the universal joint and propeller shaft is the initial power of the motor. In other types, with universal

joint between transmission and rear axle, the *multiplied strain* of the low and second speed gear reductions is placed on the universal. In these other designs, with the transmission attached directly to the frame, the body acts as a sound-box, magnifying the hum of the gears. The Overland transmission is not in contact with the frame.

The unusual width of the I-beam front axle gives extra strength to resist the head-on shocks of bumpy roads.

The steering knuckle yokes are designed so that the weight of the car is suspended low in relation to the wheel

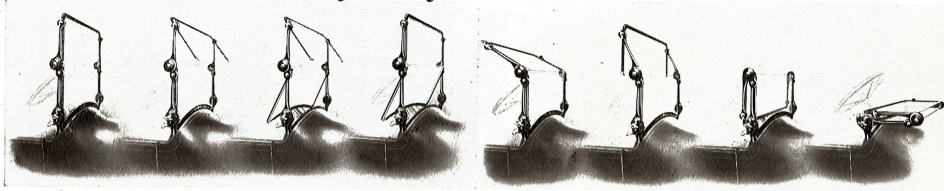


Every dimension of the front axle forging shows greater strength than the weight of the car calls for

bearings. This gives the greatest ease in steering. The front wheels run on adjustable taper roller bearings, which take end thrust as well as vertical load more efficiently than other types of bearings.

The steering knuckles have bronze bushings, renewable when worn.

Universally-Adjustable Windshield



Model 83 B windshield can be adjusted to any position. It is not limited by rigid posts or an immovable lower panel.

Its lower edge conforms to the curve of the cowl, being built into the car rather than an inharmonious addition.

Overland Model 83 B

Detailed Specifications

Motor	Four cylinders, cast en bloc, 4½-inch bore, 4½-inch stroke. Five-bearing crankshaft; three-point suspension. 35 horsepower.	Springs	Semi-elliptic front, 36 x 1¾ inches; three-quarter elliptic rear, 47 x 1¾ inches. Rear springs slung under axle in swivel seats.
Cooling	Thermo-syphon, or natural circulation system — no pump. Large fan running on ball bearings. Radiator of cellular type with vertical circulation; radiator shell pressed from one piece of sheet steel. Swivel trunnion supports relieve strain.	Wheels	Artillery type, 12 hickory spokes.
Ignition	High tension magneto. No dry batteries required. Independent of starting and lighting. Permits simplest possible wiring.	Tires	33 x 4 inches, quick detachable, non-skid in rear. Demountable rims.
Lubrication	Constant level splash system, with geared oil pump. Oil continuously strained. Revolving sight feed indicator on cowl-dash. Float gauge indicates amount of oil in crank case.	Bodies	Streamline, with one-piece cowl. Roomy seats, high backs; cushions built on deep, coiled springs. Fabrikoid upholstery. Front-hinged, wide U-doors, disappearing hinges. Large pockets in all doors. Back of front seat covered below robe rail. Tool compartment under rear seat.
Carbureter	Improved type, with hot-air attachment; simple adjustment.	Fenders	Crowned; heavy sheet steel.
Wheelbase	106 inches.	Finish	Brewster green, with ivory striping. Nickel and polished aluminum fittings. Fenders and trimmings black enameled.
Tread	56 inches; for south, 60 inches.		
Steering	Irreversible; worm and full gear, hardened steel and adjustable, four times the life of ordinary sector type; ball thrust adjustable bearings. 18-inch steering wheel at left side. Steering column anchored near top prevents vibration.		
Control	Levers, center; electric switches on steering column; instruments on cowl-dash. Pedals adjustable in length; large hinged pads.		
Clutch	Cone, leather-faced, with clutch brake to facilitate gear changing. Spring-pressed studs under clutch facing assure easy, gradual engagement.		
Transmission	Selective sliding gear type, located at rear axle as a unit with differential. Three speeds forward, and reverse. Double-heat-treated nickel-steel gears of stub-tooth type; annular ball bearings.		
Front Axle	I-beam section, drop forged in one heat without welding. Adjustable taper roller bearings. Steering knuckles give short turning radius.	Roadster	Two-unit, six volt, electric starting and lighting system, with head, tail and dash lamps, and headlight dimmers; ammeter to register electric current. Revolving oil indicator. Mohair top, top boot, side curtains. Built-in, rain-vision, ventilating type windshield; universal adjustment. Magnetic speedometer; electric horn; muffler cutout; combination tail-light and license bracket; hinged robe-rail; foot-rest; tire carriers in rear; extra demountable rim; full set of tools, tire repair kit, jack and pump.
Rear Axle	Floating type; four bevel differential gears, removable shafts; flexible roller bearings.		Price, \$695, f. o. b. Toledo.
Brakes	Large and powerful, ample for much heavier car. Service, contracting, 13¾ x 2¼ inches. Emergency, expanding, 13 x 2¼ inches. Operate on rear wheel drums; quick - adjustable. Brake lining thick asbestos fabric, on woven brass wire core.		

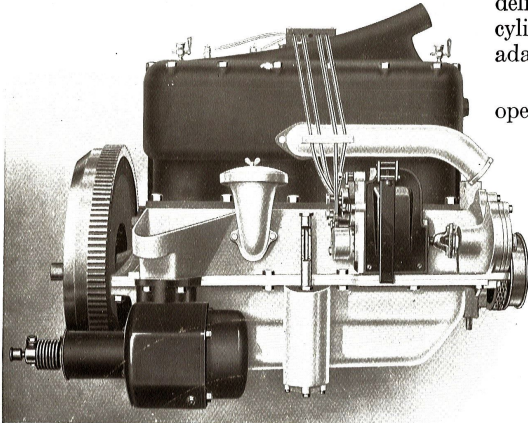
Other Models:

Overland Model 75—Touring Car, \$615; Roadster, \$595.
The Overland Six (Model 86)—Seven-Passenger Touring Car, \$1145.
Prices f. o. b. Toledo.

Delivery car bodies are also furnished on the Model 83 B and the Model 75 chassis. These delivery cars are described in detail in a separate catalog, which will be mailed on request.

Because we desire at all times to maintain the high standard of excellence of the Overland, we reserve the right to make, without formal notice, such minor changes in the specifications of Overland Model 83 B as are, according to our judgment, in the interest of our customers.

A Motor of Remarkable Power



The cylinder heads and water cover are all in one piece, easily removable for inspection of cylinders and valves. Crankcase and oil base are of aluminum.

The motor of Overland Model 83 B is larger than that of any other car of its size and price—larger even than that of many heavier cars. Therefore it provides more space for gas in the cylinders, and consequently gives more power. The valves are large, too, giving quick, complete intake and exhaust. To this is due its liveliness and “snap”—and the maximum of power is obtained from every explosion.

It has an apparently unlimited supply of power that is nothing short of remarkable—power more than equal to the most exacting demands placed upon it. It makes hills seem almost like level roads. It takes the car easily and smoothly through sand or mud that tax other cars of this size to their limit.

The cylinder heads are all cast in one piece, which is easily removable should occasion demand. The intake manifold is a passage within the cylinder casting itself,

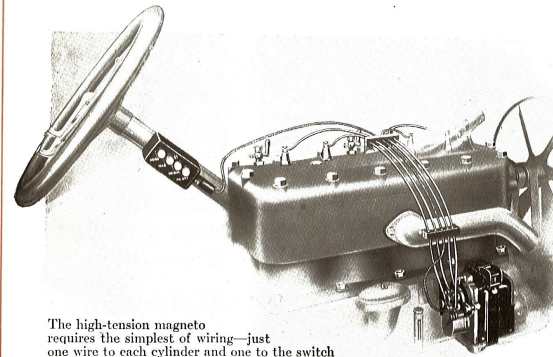
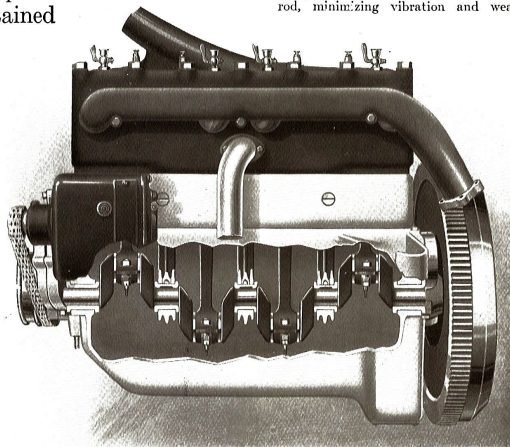
delivering the gasoline mixture to the cylinders at a warm temperature best adapted to combustion.

The motor is remarkably quiet in operation. The valve mechanism is all enclosed, yet readily accessible.

The crankshaft is supported in five bearings, which means minimum vibration and longer life. Most four-cylinder motors have only two or three crankshaft bearings. The Overland five-bearing crankshaft has all the advantages over these that a long bridge with five supports has over one having only two or three. More advantage, in fact, for a crankshaft at every half revolution is subjected to a sharp, hammerlike blow from the exploding gas in the cylinders.

The motor is suspended on the frame at three points. This keeps all the moving parts in perfect alignment and relieves them from any binding or twisting strains due to uneven roads.

Five large crankshaft bearings support the crankshaft rigidly on each side of each connecting rod, minimizing vibration and wear.



The high-tension magneto requires the simplest of wiring—just one wire to each cylinder and one to the switch.

Ignition That is Certain

Overland ignition is certain. It is provided by a high-tension magneto, independent of every other electrical part. Not even auxiliary dry batteries are required. The magneto has no connection with the starting and lighting system. It does not deteriorate—it is always ready to deliver a hot spark at the first revolution of the motor. Failure of starter or lights cannot affect it.

It is the simplest system. There is no complicated wiring to cause trouble; there is no separate coil to get out of adjustment. The magneto requires practically no attention beyond a drop or two of oil once in a thousand miles.

It gives a hotter spark than other systems, insuring *complete* combustion and thereby utilizing *all* the energy of the gas. This means a livelier, more powerful motor.

Magneto ignition is more expensive to the maker than other systems. But, in common with the highest-priced cars, the Overland has it because it is the most dependable.

Two-Unit Starting and Lighting

The Overland starting and lighting system also is of the type used on the

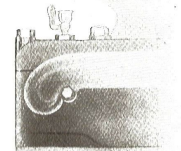
most expensive cars. The electric generator and starting motor are two separate units—the generator designed solely to produce current; the starting motor solely to crank the motor.

Equal efficiency is not possible in systems which combine both functions in a single unit. Such a unit is necessarily more involved in its wiring. In some cars still greater complication is introduced by taking *ignition current* also from the same system.

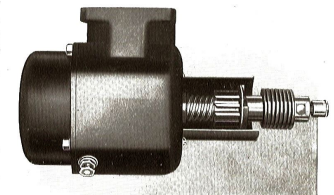
The Overland has separate units for ignition, for generating and for cranking—*each designed to do its work in the most efficient manner.*

The generator is driven by a silent chain from the crankshaft; the starter cranks the motor by means of gear-teeth on the rim of the flywheel.

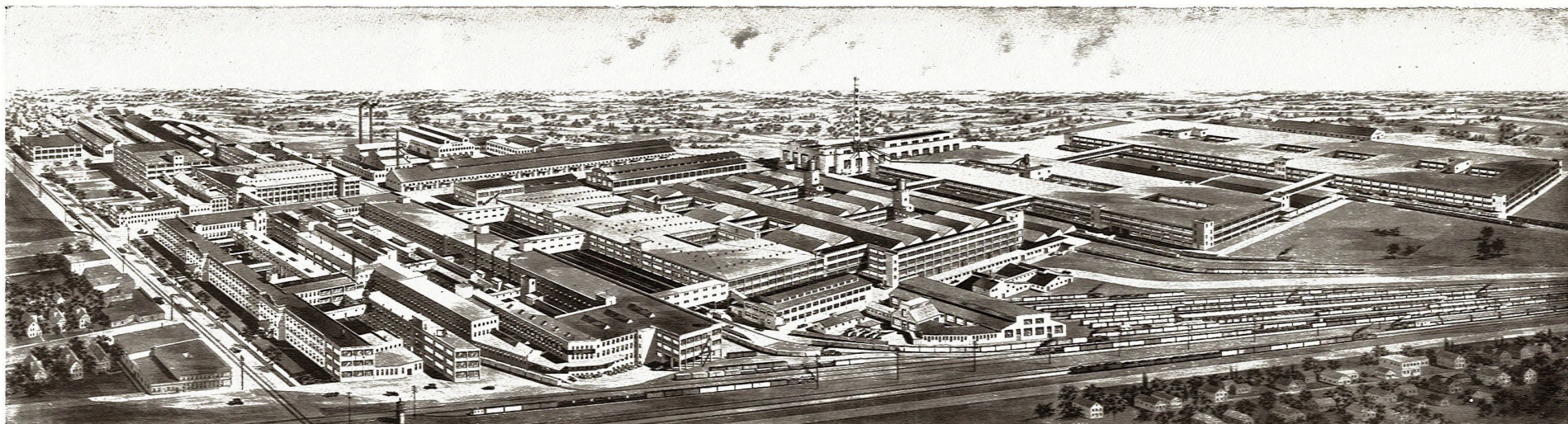
The engaging mechanism is of the most advanced type and the simplest. The starter gear is instantly and automatically thrown out of mesh when the motor starts under its own power. And it cannot come into engagement while the flywheel is turning, or be damaged by unintentional operation.



The electric generator is an independent unit. Most efficient because designed solely to produce current.



The starting motor is not complicated with generating or ignition apparatus.



MAIN OFFICE AND PRINCIPAL FACTORIES OF THE WILLYS-OVERLAND COMPANY, TOLEDO, OHIO
BUILDERS OF OVERLAND AND WILLYS-KNIGHT AUTOMOBILES

Aggregate floor area of buildings shown, 79 acres—3,445,000 square feet. Average number of employees, 11,600.

This illustration does not show new buildings started in August, 1915, adding over 1,000,000 square feet of floor space. These additions mean a total floor area in this Toledo plant alone of 103 acres—4,486,680 square feet—and a production capacity of 1,000 automobiles per day.

To the extent that it may mean more car for less money, you have a personal and intimate interest in the size of an automobile plant. Only in a plant of this vast size could you find the facilities for economical production which you find here; only in an organization as great could you find so much ability, so highly specialized. For here are countless specially designed machines, each capable of performing its particular operation better and in less time than under ordinary methods. Here, too, is a marvelous

efficiency in the handling and routing of material—a steady flow that proceeds ever onward, never covering the same ground twice. These are the economies of scientific manufacture on a huge scale. And with all this must be considered the vast buying power which permits the purchase of high-grade materials at prices no greater than others must pay for inferior goods. Here, then, is the reason you pay less for an Overland—the reason you get more for your money both in quality and size.

Standard Warranty

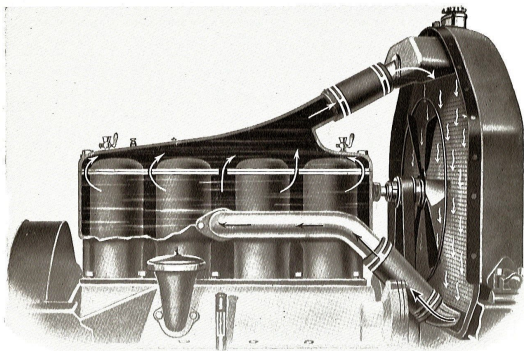
Approved as to form by National Automobile Chamber of Commerce, Inc.

We warrant each new motor vehicle manufactured by us, whether passenger car or commercial vehicle, to be free from defects in material and workmanship under normal use and service, our obligation under this warranty being limited to making good at our factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser, be returned to us with transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on our part, and we neither assume nor authorize any other person to assume for us any other liability in connection with the sale of our vehicles.

This warranty shall not apply to any vehicle which shall have been repaired or altered outside of our factory in any way so as, in our judgment, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident, nor to any commercial vehicle made by us which shall have been operated at a speed exceeding the factory rated speed, or loaded beyond the factory rated load capacity.

We make no warranty whatever in respect to tires, rims, ignition apparatus, horns or other signaling devices, starting devices, generators, batteries, speedometers or other trade accessories, inasmuch as they are usually warranted separately by their respective manufacturers.

THE WILLYS-OVERLAND COMPANY, TOLEDO, OHIO



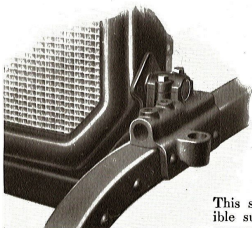
The circulation of water in the Overland cooling system is governed by the heat of the motor instead of by the speed. It is *natural* circulation

Cooling System Adapts Nature's Laws

The motor is cooled by the thermo-syphon system, in which the natural heat of the motor causes the water to circulate. No pump is required. The water jackets and passages are large and the water circulates freely.

The capacity of the Overland radiator is increased by an auxiliary tank at the top. The radiating surface is made greater by corrugations in the many thin vertical tubes. This causes the water to dribble through them slowly, allowing time for thorough cooling.

The radiator shell is pressed from a single sheet of steel, and acts as a protective cradle for the tubes. As the tubes are vertical, any sediment in the water settles to the bottom, where it can be easily drained off.

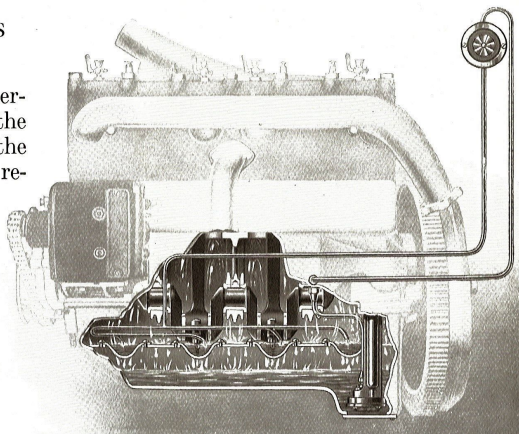


This swivel bearing provides flexible support for the radiator and prevents strain on the water tubes

Positive, Automatic Lubrication

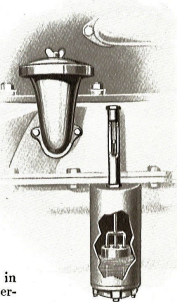
A small geared oil pump inside the crank-case provides a steady flow of oil in relation to the speed of the motor.

This continuous flow maintains a constant level of oil in each of the troughs beneath the cylinders, and small projections on the ends of the connecting rods dip into these troughs at each revolution. The oil pipe is made in such form that all troughs receive an equal amount of oil even on hills.



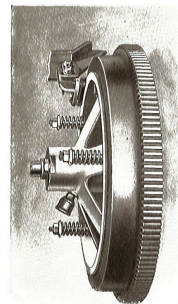
The rapid splashing of the oil breaks it up into a fine mist which keeps every moving part in a constant bath of oil. A screen at the pump separates any dirt or foreign matter

The oil is piped through a sight-feed indicator on the instrument board, in which it turns a small fan-bladed wheel. The movement of this wheel can be seen clearly even if the glass is full of oil.



Float gauge indicates the amount of oil in crank case. The wide-mouthed breather-tube makes filling easy

Smooth and Easy Clutch Operation

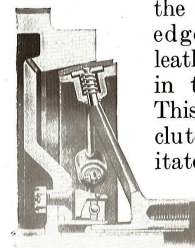


Three springs exert pressure close to contact surface of clutch, and require only light pressure on pedal to release

This illustration shows why the Overland clutch is so easy to operate. The three springs are spaced evenly around the clutch out near the rim. Thus their tension is exerted *near the contact surface*. In most cone clutches there is only a single large spring in the center, *farthest from the contact surface*. Such a spring must be heavy and stiff to exert as much pressure at the rim as the three Overland springs, and needs more pressure on the pedal to operate.

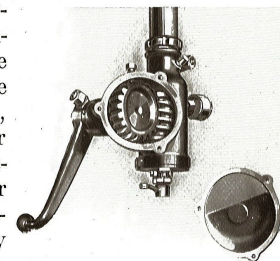
This clutch engages smoothly, too. There is none of the "grabbing" or jerking so common in other cars. The illustration below shows why. Six small spring studs under the clutch facing raise the latter a little when the clutch is released. When the clutch is let in these raised spots touch first, and provide a gradually increasing contact until the springs are fully depressed and the whole surface engaged.

When the clutch is released while the motor is running it naturally keeps on turning from momentum. As it leaves the fly wheel, however, its edge touches the small leather-faced brake shown in the upper illustration. This slows down the clutch somewhat and facilitates gear shifting.



Fly wheel and clutch cut away to show how springs raise facing and insure smooth engagement

Easy, Vibrationless Steering



The full gear steering mechanism provides four times as much wearing surface as the ordinary sector

The steering mechanism is of the irreversible type—that is, while the gear which deflects the car wheels is easily turned by the worm on the steering column shaft, the worm cannot be turned by the gear. Thus there is no vibration or back-lash at the steering wheel when rough spots are encountered in the road.

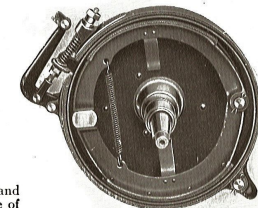
There is a full gear instead of the usual sector, or portion of a gear wheel. This means that it has four times the wearing surface of the ordinary type.

When play can no longer be taken up by the ordinary adjustments, it is the work of but a few moments to secure an entirely new gear surface.

Extra Security in Large Brakes

Brakes of this size were considered unusually large for Overland Model 80, a heavier car than this. On Model 83 B they allow a factor of safety far beyond the requirements of the severest service.

A very slight pressure over the large surface of the Overland brakes has the same effect as a much greater pressure applied over the smaller surface of other brakes.



The brakes are larger and more powerful than those of many heavier cars